

Results from the public consultation on the regulation of e-bikes in the Falkland Islands

Current ownership of e-bikes by respondents	n	%
Yes	13	17.6%
No, but I'm interested in/ intend on buying one	45	60.8%
No, and I do not intend to	16	21.6%

Answered: 74, Skipped: 0

Respondent views on whether the proposed definition is appropriate for the Falkland Islands context

	n	%
Yes	44	59.5%
No	19	25.7%
Unsure	11	14.9%

Answered: 74, Skipped: 0

28 respondents provided comments on why they thought the proposed definition is not appropriate. The frequency of topics arising in those comments is shown in the graphics below.

Topics that emerged for all respondents

POWER OUTPUT TOO LOW



QUERIED SUITABILITY FOR LOCAL CONDITIONS



MISMATCH BETWEEN CONTINUOUS AND MAXIMUM POWER OUTPUT



POWER ASSIST LIMIT TOO LOW



CONCERNS ABOUT FUTURE-PROOFING



MAX POWER NOT LINKED TO SPEED



POWER ASSIST LIMIT APPROPRIATE



SATISFIED WITH DEFINITION



FOLLOW UK EAPC STANDARD



INCLUDE TRICYCLES IN E-BIKE DEFINITION



NEED TO EXPAND DEFINITION



POWER ASSIST LIMIT TOO HIGH



SHOULD BE NO RESTRICTIONS FOR E-BIKES



EXEMPTION FOR MOBILITY VEHICLES

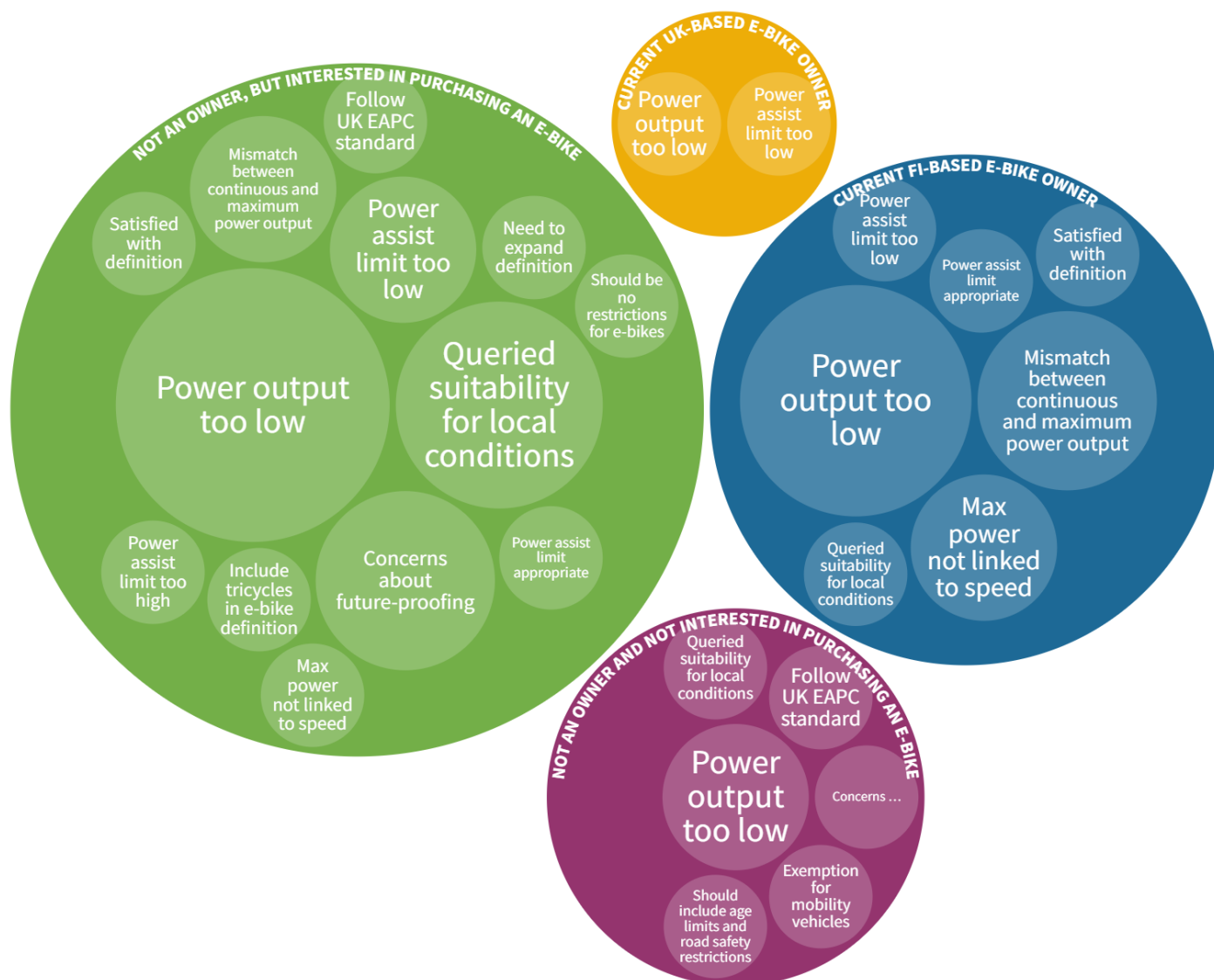


SHOULD INCLUDE AGE LIMITS AND ROAD SAFETY RESTRICTIONS



Topics that emerged by different category of respondent.

The relative size of the circles indicates the number of times that topics were mentioned by respondents.



e-bike specifications: current owners only

	Yes		No		Unsure		Total
	n	%	n	%	n	%	n
e-bike has pedals which can propel it	13	100.0%	0	0.0%	0	0.0%	13
Maximum continuous rated power is 250 Watts or less	7	53.8%	3	23.1%	3	23.1%	13
Electrical assistance cuts-off at 15.5 mph	10	76.9%	2	15.4%	1	7.7%	13
e-bike has a throttle	2	15.4%	10	76.9%	1	7.7%	13
Throttle is limited to providing starting assistance only	1	33.3%	1	33.3%	1	33.3%	3

Answered: 13, Skipped: 0

e-bike specifications: current owners and those who intend to purchase one

	Yes		No		Unsure		Total
	n	%	n	%	n	%	n
e-bike has pedals which can propel it	40	80.0%	3	6.0%	7	14.0%	50
Maximum continuous rated power is 250 Watts or less	22	44.0%	9	18.0%	19	38.0%	50
Electrical assistance cuts-off at 15.5 mph	22	44.0%	7	14.0%	21	42.0%	50
e-bike has a throttle	10	20.4%	21	42.9%	18	36.7%	49
Throttle is limited to providing starting assistance only	2	20.0%	3	30.0%	5	50.0%	10

Answered: 50, Skipped: 8

Respondent agreement with the proposal that an exempt class of e-bike must not be ridden on the road by anyone under the age of 14 years

	n	%
Yes	43	58.1%
No	21	28.4%
Unsure	10	13.5%

Answered: 74, Skipped: 0

24 respondents provided comments on why they disagreed with the proposed age limit. The frequency of topics arising in those comments is shown in the graphics below.

Topics that emerged for all respondents

NO DIFFERENT TO PEDAL CYCLES



NO REASON TO TREAT CHILDREN UNDER 14 DIFFERENTLY



REDUCE TO UNDER 12 TO ALLOW SENIOR SCHOOL USERS



LOWER POWER RATING FOR UNDER 16S



SHOULDN'T BE PERMITTED FOR UNDER 14S



ENCOURAGE HEALTH BENEFITS FOR CHILDREN



CHILDREN UNDER 14 MUST HAVE PARENTAL SUPERVISION



BICYCLE PROFICIENCY TESTS MORE IMPORTANT



BICYCLE PROFICIENCY TESTS FOR UNDER 12S



NO RESTRICTIONS FOR CHILDREN RIDING OTHER VEHICLES



HIGHLIGHTED ROAD SAFETY ISSUES



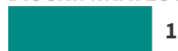
INCREASE TO OVER 16S ONLY



NOT FUTURE-PROOF

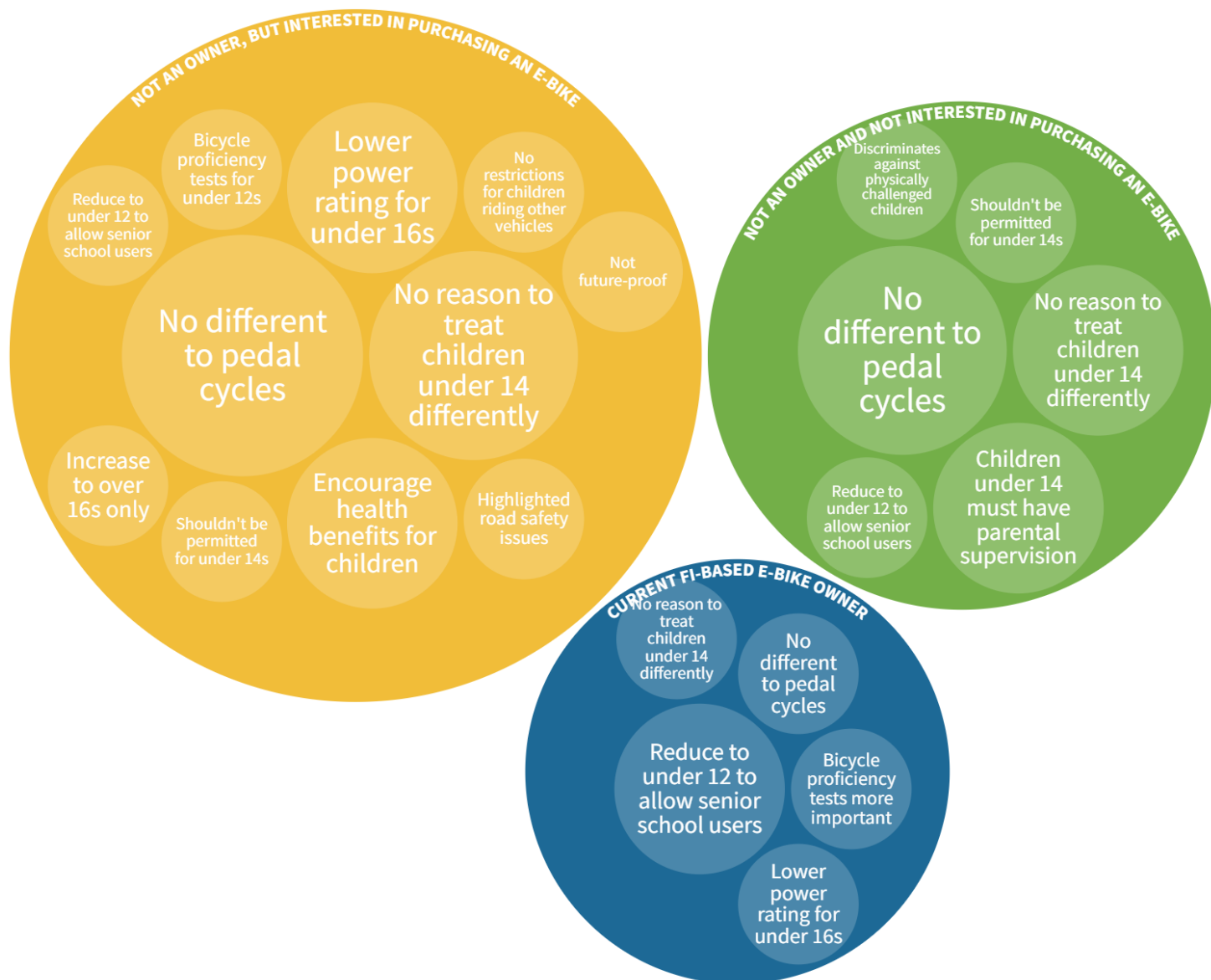


DISCRIMINATES AGAINST PHYSICALLY CHALLENGED CHILDREN



Topics that emerged by different category of respondent.

The relative size of the circles indicates the number of times that topics were mentioned by respondents.



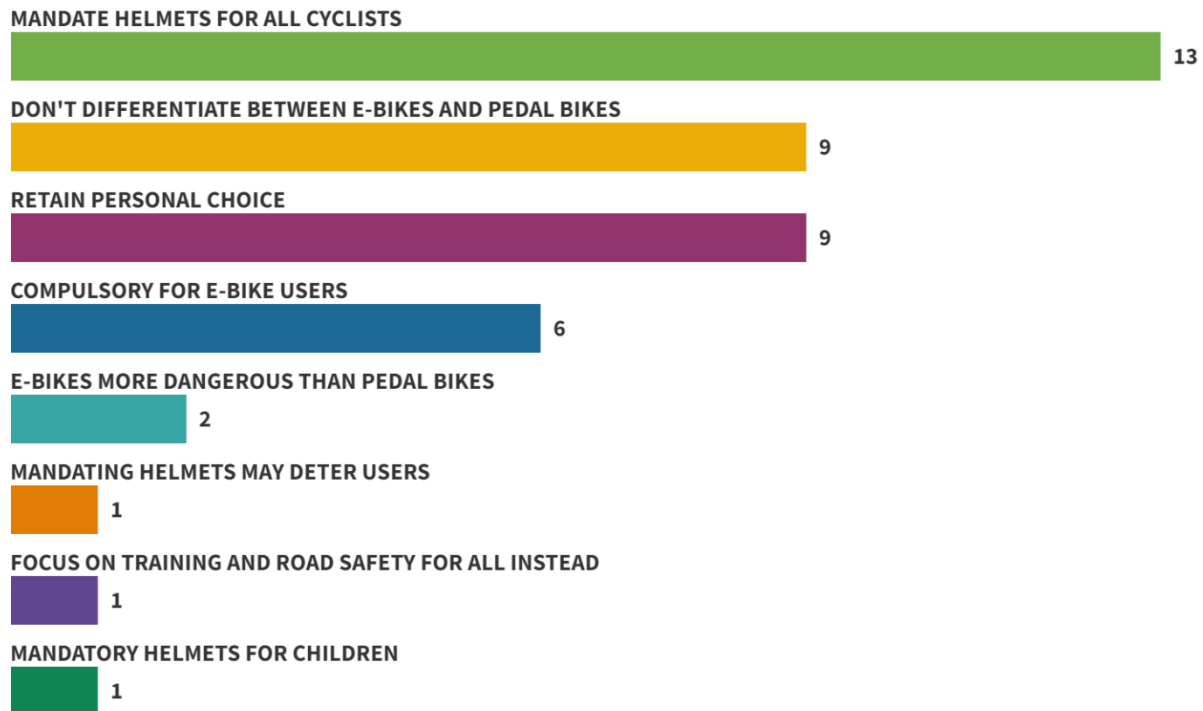
Respondent agreement with the proposal that the wearing of safety helmets while riding an exempt class of e-bike is voluntary, as it currently is for pedal cycles

	n	%
Yes	47	64.4%
No	23	31.5%
Unsure	3	4.1%

Answered: 73, Skipped: 1

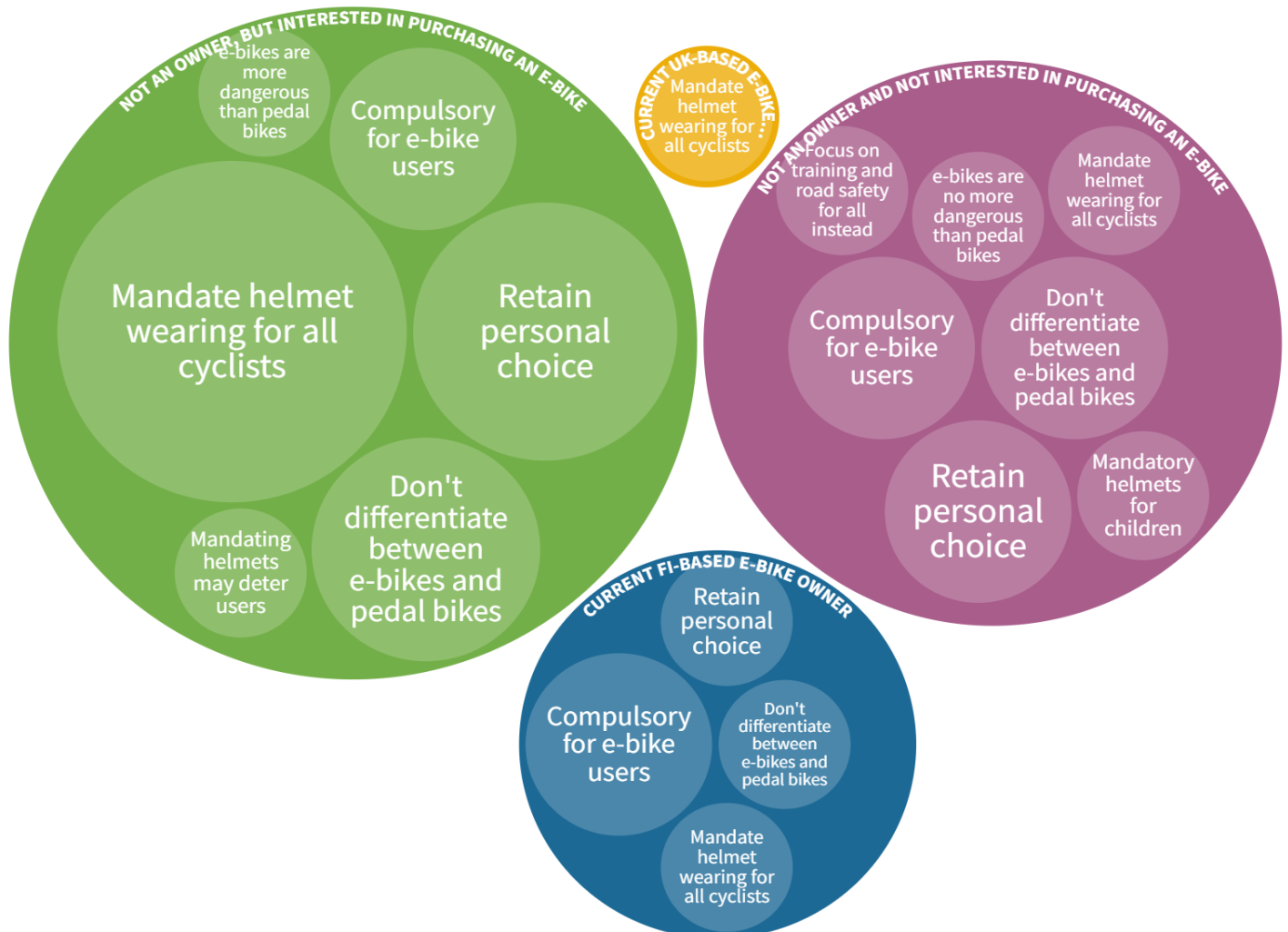
41 respondents provided comments on whether they agreed that wearing a helmet is up to the individual rider. The frequency of topics arising in those comments is shown in the graphics below.

Topics that emerged for all respondents



Topics that emerged by different category of respondent.

The relative size of the circles indicates the number of times that topics were mentioned by respondents.



Respondent demographics

Respondents' length of time living in the Falkland Islands

	n	%
Less than 1 year	4	5.4%
1 – 5 years	6	8.1%
6 – 10 years	5	6.8%
11 – 20 years	4	5.4%
More than 20 years	55	74.3%

Answered: 74, Skipped: 0

Respondents' age category

	n	%
16 – 18	0	0.0%
19 – 25	2	2.7%
26 – 35	9	12.2%
36 – 45	17	23.0%
46 – 55	19	25.7%
56 – 65	14	18.9%
Over 65	13	17.6%

Answered: 74, Skipped: 0

Respondents' location in the Islands

	n	%
Stanley	63	85.1%
East Falkland	4	5.4%
West Falkland	1	1.4%
An outer island	2	2.7%
MPC	2	2.7%
UK	2	2.7%

Answered: 74, Skipped: 0

The full range of comments received from respondents is detailed below.

Why respondents think the proposed e-bike definition is not appropriate for the Falkland Islands

Current FI-based e-bike owners	
R03	With prevailing weather conditions in the Falklands, I believe an increase in power to 500 watts would be more appropriate, as riders will often be working against wind and hills
R38	It is too restrictive, I already have an e-bike and it is 650W with a maximum speed of 17 mph
R52	This definition is completely unfit for purpose. The UK law on e-bikes states that a bike must have a maximum nominal power of 250 watts therefore the road legal e-bikes normal power will be 250W but the maximum power will be much more. I have an e-bike with a fully UK road legal [...] performance motor. The nominal power is 250 watts however the high end power when certain mode is selected is closer to 800 watts which makes it OK in the Falklands conditions. Capping the maximum power at 250 watts would make almost all manufactured e-bikes remain illegal in the Falklands and what could be purchased would be completely underpowered for the Falklands environment. Please change this wording as I'm not even sure any mountain bike is made with maximum continuous rated power this low. All other aspects such as speed cut off and pedal assist make sense.
R60	Yes - most bikes purchased as e-bikes will meet this requirement as it is the same as the UK
R67	I have a [...] e-bike with 250W continual rate of power, which is fine (the power shuts off at 15mph) but the maximum power output is approx 1000W. I am a big guy and if I don't have this max power it will not get me up any hills. The max power is really nothing to do with the speed.
R68	No.....I own a [...] Bike that has a continuous power of 250 watt hours however its peak power may be considerably higher than 250 watts (600 to 800) and I consider that anything less than the higher peak power would not get me up the hills and over the bad ground in the Falklands. With this maximum power capacity the speed with which I can get assisted power is still limited to 15.5 mph
Current UK-based e-bike owner	
R32	Dated. These rules have rendered e-bikes useless for anyone below 50 years old in the UK. Pretty much every UK e-bike runs illegal specs.
Not an owner, but interested in purchasing an e-bike	
R01	think the speed is too high. If they don't need insurance then it should be capped a lot lower speed wise.
R05	Does this potentially stop the use of some e-bikes if they fall out of this definition/is this definition future-proof with regard to the technology involved in e-bikes?
R10	Setting a speed limit for assist I think is very valid, however consideration should be made to have different maximum motor outputs. I have no issue with following the UK model in principle however I would like to see other options considered, such as Canadian and Danish model both of which allow up to 500W and 19.8 and 28mph respectively. I do think that a 15.5 or 19 mph for the assist limit is reasonable, however with our road surfaces, windspeeds and hilly terrain a higher motor power but similarly limited speed may be a more practical solution. Especially given that nearly all bikes will be brought from the UK and still have the 250W and 15.5 mph limit imposed anyway.
R11	not enough power with the wind and hills
R13	250 watts are insufficient as more power would be required to provide assistance to cycle up Stanley's steep hills
R43	Sounds good, but I'm unclear not the 250W constraint - I don't know enough about e-bikes.
R44	E-bikes are popular world wide and this definition falls short of most acceptable "e-bike" classes i.e. the simplest E-bike class 1 & 2 wouldn't be allowed under this definition. (20mph max)
R46	Not all e-bikes in the market are limited and/or designed to your definition specifications. The definition description needs to be worked on, if FIG are planned to use the wording "e-bike" in a general format for all varied styled e-bike available in the world market.
R55	E-Bikes are a relatively new idea. We have been waiting since 1948 for the Road Traffic Ordinance, so not reviewing new technology for over 80 years will again leave users behind the times. This legislation could be out of date with 18 months.
R56	The wattage is too low and should be increased. Push bikes do 25mph+ now.

R61	I would like adult e-tricycles to be included. The proposed UK law as cited for adoption looks broad enough to include e-tricycles, but the explanatory text in the consultation only describes "bicycles". So would there need to be any clarifying explanation to include adult e-tricycles? [As a person who may consider an e-cycle in future, I would also need/want the stability of 3-wheels at that time.]
R63	I feel that it is still a bicycle due to still having pedals. Unlike e-bikes that are solely electric powered & designed more for speed/power.
R65	Not sure if 250W is sufficient for riding up the hills and around Stanley? 500W maximum would be more suitable for the combination of hills and windy conditions.
R69	The definition is too restrictive with regards to max power rating and speed limit. If a speed limit is to be imposed leave it in line with our currently enforced speed limits. I.e. 25 mph etc. Most E Mountain bikes actually are limited to 17.5mph because there is a tolerance which takes them outside of the uk legislation. The specification for the bike might state the legal limit but the reality is that most are sold capable of great speed. Motor max output needs to be increased. Conversation is already taking place in the uk to increase the legislation because it has fallen behind technology. The specifications stated by manufacturers are only paying lip service to the legislation. The standard motors are the market are capable of far higher peak output.
R71	In line with UK law
R72	A bicycle is able to attain speeds near 40mph in ideal conditions, i.e. along the MPA road. Achieving speeds around Stanley in excess of 15.5mph is easy enough just using pedal power.
Not an owner and not interested in purchasing an e-bike	
R19	Why do we need our own definition, when there is a perfectly good one used in Europe, (EU and UK). Can't we just copy the EAPC standard from the UK. Any E-bike imported must conform to UK EAPC standard or EN15194. This means that we are not reliant on someone stripping down a new e-bike to make sure it conforms to FI standards.
R33	I'm not an expert but a quick google search suggests that this is the lowest possible power so it's not going to allow for a great deal of improvement in legislative terms. Many bikes may not be included. If I've understood correctly in my 2 minute research, in the US 750w is allowed. So I'm thinking we should be looking at a higher limit for here. This probably needs more discussion, particularly with e-bike owners?
R39	Does there need to be a power limit, if there is a speed limit - particularly given the windy conditions here
R42	I have no idea what models of e-bike are commonly available but presumably somebody has carried out an exercise to set this threshold at a sensible level? If mobility vehicles for elderly people are not already exempt these should be considered as part of the same process as it was certainly the case a few years ago that these had to be registered and taxed and these generally have a lower speed capability than the proposed e-bikes.
R47	Should be an age limit to use on road and requirement for insurance, and should not be used on a pedestrian pavements or footpaths

Why respondents disagree with the proposed age limit for exempt-class e-bikes

Current FI-based e-bike owner	
R03	I believe a younger age could be considered (11), to tie in with pupils moving to FICs. EBikes would offer far more children the ability to ride to school. Probably stick to lower power rating for under 16's
R27	Should be more in line with FICS students age. 14 seems too old
R29	I don't think age should be a limitation, but proficiency in use of a bike in general, and application of traffic rules and road signs more so. I'd advocate bicycle proficiency tests at primary school and "rules of the road" education to be more important. Many youngsters I see cycling don't seem to know these rules. But I think that if anyone wants to cycle, this should be encouraged. And if youngsters feel able to use an e-bike, then why not. They are not scary, believe you me.
R38	They can be as slow as a peddle bike or as fast.
Not an owner, but interested in purchasing an e-bike	
R01	If you don't need a specific licence for it what is the difference between any teenager/secondary school pupil having it and an adult? Why pick the age of 14?
R06	Children's bike available
R10	in principle, although for a 15.5mph limit 12 years of age may be more reasonable to line up with our school years more clearly.
R13	Might be unnecessarily restrictive as under 14 years can already ride bikes on the roads - if the speed is restricted then not sure the age needs to be as well - perhaps an emphasis on road rules, user training and road awareness would be useful
R20	Because most children under the age of 14 can ride a bicycle better than the average adult. They have better reflexes and learn skills a lot faster, making them safer on the road. Equally, smaller children can learn to ride lower powered ebikes and learn the skills they need for progressing onto bigger bikes as they age themselves with the end result being they will be than those around them.
R46	It should be 16 over as it will have unassisted human power at times (similar to a motorbike). As well as being riding on the road with other road users.
R55	Anything that could get children outside doing physical activity instead of staring at a screen is a good idea. More children might ride to school, reducing the traffic and parking burdens at peak times. This will also reduce the Islands carbon footprint.
R56	We should be encouraging children to ride bikes. If this helps then fine, but maybe from 11 and need to take a proficiency test and given an e-bike licence to ensure they are safe on the road. Those under 16, should have the lower power assistance.
R64	Children are already riding powered motor vehicles off road i.e pee wee class
R69	It isn't future proof. As the technology becomes more affordable it will create a standard for bicycle manufacturers. Power assistance in some form will be on all bikes, including children's. The industry will push legislation change.
R71	In line with UK law
R72	The primary means of propulsion is the pedal, not electricity. Most children would not be able to reach the pedals of an adult's bike. Why not just limit the frame size:power rating ratio?
Not an owner and not interested in purchasing an e-bike	
R02	I do not see the need for a 14 year old to be riding an electric bike. I support that e-bikes of a 250watt power be treated differently to motorbikes for environmental and health and wellbeing reasons, but do not think they are suitable for children under 16. They are still motorised vehicles and most 14 year old boys are likely to be riding them as fast as the motor allows.
R07	They can ride ordinary push bikes. Why have a difference? Bikes of any type should not be on narrow pavements unless the rider is very young. We should be introducing wide pavements that are properly shared by bikes and pedestrians or safe ways of riding on existing roads, especially where the speed limit for motor vehicles is just 25mph.

R09	Children under 14 years of age should be able to ride an E-Bike the same way they would ride a bicycle. They should be supervised by an adult however if the battery is attached and used.
R19	Be better to have the law under 14s must be under supervision of a competent adult.
R33	Why 14? How do you 'police' this? Can they be ridden on pavements? This is extremely unclear in what it's trying to achieve. Is about child safety or road users in general? I know it's difficult to put a questionnaire together but I don't understand the reasoning behind the question and so it's difficult to really answer it properly. This needs more thought and discussion.
R40	12 sounds more reasonable
R42	Given the constraints on the power/speed of the bikes under discussion, I don't see a material difference between this and a conventional bike. Overall bike safety for all bikes should be the focus, not bike type.
R53	Would this discriminate against physically challenged children, who wish to bike ride but do not have the physical capacity and rely on e-bike support?

Why respondents disagree with the proposal that wearing a helmet while riding an e-bike is up to the individual rider

Current FI-based e-bike owner	
R03	This would appear to be a good time to consider mandating helmets for all cyclists. With limited health resources, it would seem a logical step
R28	Should be compulsory
R29	If you want to use a helmet, do. But if you don't, that's fine too. Don't over regulate!
R38	I believe helmets should be compulsory
R60	I see no reason to treat e-bike riders differently to any other cyclists. They are at the same risk from injury when falling off and unlikely to be travelling any faster than a pedal cyclist can achieve.
R67	All cyclists should wear helmets!
Current UK-based e-bike owner	
R32	Make it mandatory for all Micromobility
Not an owner, but interested in purchasing an e-bike	
R01	If you are making it exempt from insurance etc and this would generally have more power than just a human powered bike, surely extra safety measures should be considered
R04	Helmets should be mandatory for all types of cycles.
R05	Wearing helmets while riding a bicycle or e-bike should be compulsory. This will encourage children to wear them, which is so much safer.
R08	Helmets save lives and there are no dedicated cycle lanes in the Falklands. It's only matter a time before a cyclist is hit and killed by a vehicle, and it's only more likely as electric bikes increase in number
R13	It should be mandatory for all bicycles/e-bikes users (as it is with motorbike users) on roads to wear suitable safety helmets - that should be one of the main health and safety considerations
R20	I agree that it should be voluntary.
R23	Similar to standard bike which does not legally require a helmet to be worn in fi
R26	It should be compulsory for this and all bikes.
R34	I believe that it should be mandatory
R46	No, I personally see this situation the same as riding a motorcycle, where crash helmets are mandatory for road users.
R50	A pedal cycle is capable of easily exceeding 15.5mph so makes no sense to differentiate. Due to the extra weight of a e-bike, it probably won't be a fast as a standard pedal cycle anyway, especially a sports bike.

R51	I think that helmets should be mandatory for all bikes
R54	E-bikes should be considered an extension of pedal cycles and treated the same. A requirement for helmets might deter individuals who would benefit from an e-bike and the opportunity for exercise, and it seems unclear that the risk of head injury outweighs the physical benefits
R55	We do not ask those who go out running to wear a helmet, even though the average speed of a sprinter is 10mph higher than the maximum speed you are proposing for E-Bikes.
R56	I think bike helmet should be compulsory for all riding push bikes, of all ages.
R58	Personally I feel that all road users of moving vehicles be they motorised or not should wear head protection by law.
R61	The e-cycle law as proposed would make pedal assisted e-cycles and pedal cycles mostly equivalent, so it would make sense for the riding requirements to be the same for both with regard to helmets. If it changes at some time for pedal-only cycles then it should change for electric-assisted cycles as well.
R62	Bike helmets save lives and limit injuries which might be the individual's choice, but it is taxpayers who have to fund medical care, and it also takes away from others who care, so it doesn't just limit/ impact the person not wearing one.
R63	Much like non-assisted bikes, an e-bike's only difference is the assistance of electricity, to a point. So should be voluntary.
R64	It is a personal choice- I need not wear a helmet for a quad bike- but do for safety.
R69	It would seem very strange to not harmonise with bicycle legislation.
R71	This is in line with the UK law however part of me thinks if you are on a bike you should HAVE to wear a bike helmet.
R72	I think we are all able to use our common sense to weigh up the possibilities for ourselves. I have never worn a cycle helmet, I have been a road cyclist and mountain biker for many years.
Not an owner and not interested in purchasing an e-bike	
R02	Absolutely not, anyone not wearing a helmet on a normal bicycle is taking an unnecessary risk. No one should be allowed to ride an e-bike unless they are wearing a helmet (of course if a helmet is compulsory as I suggest there will not be any 14 year old boys wanting to ride one!)
R07	Again it should be the same as for push bikes. Push bikes can travel just as quickly as e-bikes. Perhaps this is something to move towards for all bikes, in time. We need education, training and encouragement for more people to ride bikes of all types safely and for other road users to understand more about how to behave around cyclists. Please. I own and ride a push bike! And I wear a helmet.
R09	It is everyone's choice on whether they wear a helmet or not. I always wear one but that doesn't mean you should be forced to.
R19	Expand it to all cyclists must wear a helmet
R33	Whatever the decision on this, it should be the same for ordinary pedal cycles and e-bikes.
R40	Helmet wearing should be mandatory
R41	This would be in line with current regulations for conventional bicycles. No evidence to suggest any more risk with proposed e-cycles.
R42	Don't have a strong view but with modern traffic levels I would think that helmets should be strongly encouraged.
R47	There is a lot more that needs to be considered on this subject. And on the e-bikes it does not cover...
R53	If e-bikes will be classed in the way as normal pedal cycles, then logic has it that the helmet rule should be the same as well. However, whether helmet wearing for all e-bike and pedal cycle rider should be voluntary is a different matter. Should there be a law that makes helmet wearing mandatory to protect children?
R66	I feel that a powered bicycle is more likely to be involved in an accident with a motor vehicle and the rider's head may well be a very expensive imported one!